

We have always acknowledged our state's transportation system has maintenance and infrastructure needs. However, the failures and lack of accountability at WSDOT, and the fact it is expensive to build infrastructure in our state, have made it hard for us to support a new transportation tax package. The 2005 package resulted in an off-ramp being built in the wrong place, a faulty ferry and flawed pontoons for the SR 520 Bridge replacement. The ongoing problems with the Seattle Tunnel Project have also eroded the public's confidence in our state's ability to deliver on its gas-tax promises.

One of our legislative priorities is establishing trust in state government. Washingtonians need to know their scarce state gas tax dollars are being used efficiently and effectively. That's why we have said: Fix it before you fund it. This means ensuring accountability at WSDOT and maximizing state gas-tax dollars before asking Washingtonians to pay more at the pump. This accountability starts at the top with the governor.

Like the other three legislative caucuses, we had members vote for and against the Connecting Washington Transportation Plan. Most of our members voted against the plan because they didn't believe it was good for their constituents and communities. They also had concerns about the transportation reforms not being strong enough and people being able to afford nearly 12 cents more per gallon at the pump – especially in many rural areas. Some of our members voted for the plan because they felt the new investments were important for their communities and the transportation reforms were a step in the right direction.

### 2015 transportation investment package | Connecting Washington Transportation Plan

- **Senate Bill 5987** (tax bill), **Senate Bill 5988** (spending bill) and **Senate Bill 5989** (bond bill).
- 11.9 cent state gas tax increase: 7 cents in 2015 and 4.9 cents in 2016.
- Passenger vehicle registration weight fee increases of \$15 up to \$35 starting July 1, 2016 and \$10 more in 2022.
- Enhanced driver's license and identocard increases of \$39.
- \$11.5 billion in new state funding and \$5.3 billion in bond authorizations. Debt service estimated at \$2.8 billion.
- Six major projects: SR 520 Bridge west side; I-395 North Spokane; I-405 corridor widening; SR 509/SR 167; I-90 Snoqualmie to Easton; and I-5 corridor JBLM. More than 100 smaller road projects throughout the state.
- Breakdown: Highway preservation (\$1.2 billion); transit (\$657 million); direct distribution to cities and counties (\$375 million); rail improvements (\$174 million); bike and pedestrian grants (\$75 million); special projects (\$89 million); Safe Routes to Schools (\$56 million); and Complete Street grants (\$96 million).
- Sound Transit will be able to have an increase of .05 percent sales tax, .08 percent MVET and 25 cents per \$1,000 assessed value property tax to raise about \$15 billion.
- Consumer protection provision providing a disincentive for the governor to adopt a low carbon fuel standard.

State \$ in Millions

	Estimated State Revenues (through FY 2031)	16 Year Amount
1	Fuel Tax (11.9 cents - 7, 4.9)	6,180
2	Gross Weight Fee on Trucks > 10,000 lbs (15%)	159
3	Light Truck Weight Fee Increases	691
4	Passenger Vehicle Weight Fee Increases	1,958
5	Handling Loss Deduction Repeal	56
6	2015 Proposed Fee Increases (2087 fee revenue into 5987)	93
7	Vessel Replacement Account Unobligated: 2014 HB 1129 (enacted)	350
8	License Plate Replacement: 2014's ESSB 5785 (enacted)	205
9	Intermittent Use Trailer Revenue	23
10	Sale of WSDOT Property Revenue	80
11	2012 Fee Revenue: EHB 2660 and ESSB 6150 (enacted)	1,135
12	Transfers: State Sales Tax (SSB 5990) + ST3 Tax Policy Change	518
13	One-time Current Law Fund Balance Transfers	40
14	Interest Income/Miscellaneous	36
	<b>Subtotal</b>	<b>11,524</b>
	Bond Proceeds	4,762
	<b>Total Resources</b>	<b>16,286</b>

## 2015 transportation reforms

- **House Bill 1219** streamlines replacement of structurally deficient bridges.
- **House Bill 2012** directs savings achieved by WSDOT's use of practical design and puts the funding into an account for future projects.
- **Senate Bill 5992** reforms how ferries are built, including a design-build, fixed-price contract model without impacting current ferry contracts.
- **Senate Bill 5993** applies the 15 percent apprenticeship labor hours requirements for five years to projects costing more than \$3 million, and thereafter applies to contracts of \$2 million. The Department of Labor must make an option for wage surveys to be completed electronically.
- **Senate Bill 5994** streamlines transportation corridor projects' permits by requiring local governments to approve permits within 90 days, provides a shoreline permit exemption for WSDOT for maintenance, repairs and replacement of facilities, and allows WSDOT to build certain projects even if there is a Shorelines Hearing Board appeal.
- **Senate Bill 5995** makes congestion relief and improved freight mobility part of the transportation goals.
- **Senate Bill 5996** creates a multiagency permitting process to provide early project coordination that focuses on environmental aspects of the project.
- **Senate Bill 5997** encourages WSDOT to use design build on all projects costing more than \$2 million. The Joint Transportation Committee is to create a design-build contracting review panel to make recommendations on how to improve WSDOT's process.

## 2015-17 transportation budget | House Bill 1299 | facts bills and figures

- The transportation budget funds: the construction and maintenance of infrastructure; Washington State Ferries; Washington State Patrol; public transportation and rail programs; public transportation grants to local governments; and studies.
- Sources of funding for the transportation budget: the fuel tax; bonds; federal funds; licenses/permits/fees; ferry fares; toll revenue; vehicle sales tax; rental car tax; local funds; and a \$0.25 ferry capital surcharge.
- The federal government collects a gas tax of 18.4-cents per gallon. The state collects 37.5-cents per gallon – one of the highest in the nation. This state number will increase to 44.5 cents per gallon August 1, 2015, and 49.4 cents in July 2016.

## Breakdown of 2015-17 transportation budget spending

- \$3.8 billion for capital projects.
- \$2.3 billion for operating programs.
- \$1.5 billion in debt service payments.

## More information

- <http://leap.leg.wa.gov/leap/budget/detail/2015/st1517p.asp>
- <http://leap.leg.wa.gov/leap/budget/leapdocs/transpodocs.asp>
- <http://leap.leg.wa.gov/leap/budget/citizensguidetranspo2012.pdf>
- <http://leg.wa.gov/House/Committees/TR>